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OLD SARAH WATERS DEAD NOW

ONE WILL FAVORS TRUSTEE, ONE, DOCTOR; INQUIRY FOR CRIME.

Died at & A. M .- Embalmed Before Daybreak Autopsy, Therefore, Indecisive -Was 96 Years Old and Had Phenmonia-Police Take Charge at the House.

Mrs. Sarah Ann Waters, 96 years old, over whose estate of \$100,000 relatives and friends have been quarrelling in the courts, died at 5 o'clock yesterday morning and thereby terminated some of the litigation over her property, but before the day was old the Coroner and the District Attorney had taken possession of her house and had begun an investigation of her life and death. She was twelve years older than the late William Marsh Rice, whom Lawyer Patrick

was convicted of murdering by chloroform. A certificate of death had been signed by her physician, Dr. J. A. Campbell of 320 West Twenty-second street, in which the cause of death was given as bronchopneumonia, but although Coroner Scholer said that there was no doubt the old woman had this disease, the Coroner's physician, Dr. Schuitze, who performed an autopsy on Mrs. Waters's body, declined to indorse the certificate as it stood and reported that the cause of death was undetermined.

The principal reason why it was undetermined was that Mrs. Waters's body was embalmed within an hour of her death, so early in the morning. Certain foreign substances found in the stomach at the autopsy, Coroner Scholer said, might have come from the embaiming fluid, but, in order to carry the post-mortem examination to the end, the woman's stomach, kidneys, liver and a portion of the intestinal tract were taken in charge by the Coroner's physician and sealed in a jar to await chemical analysis.

Representatives of the District Attorney's office at the direction of Assistant District Attorney Garvan were present at the autopsy, and later Mr. Garvan visited the house, and when he went away left other representatives of his office there for the night, in company with men of the precinct

Mrs. Waters's money had been a cause of trouble to her for some time, and she had been for a considerable period a sufferer from senile dementia. There came a clash among other persons interested for one reason or another in her estate. Last autumn Mrs. Waters executed a deed giving her house, at 451 West Twenty-first street, to W. G. zonklin, a trustee of the Franklin to W. G. conklin, a trustee of the Franklin Savings Buck, who had been her friend and adviser for forty years. With that action of hers began the acute stage of the

and advised action of her's began the action states conflict over her fortune.

An action was lately begun in her name through the agency of her physician, Dr. Campbell, and his attorney, Michael Divine, to compel Mr. Conklin to surrender the deed to this house on the ground that Mrs. Waters not competent to know her own mind accounted the deed. and had been improperly influenced. That suit led to a disclosure of much of Mrs. Waters's history.

Mr. Conklin deposed that he had known her since the '60s, having met her when she was a d coltor and he was a teller in the Franklin Savings Bank. She had been twice married before she became Mrs. Waters After the death of Mr Waters many years ago Mr. Conklin came to be

bad taken from a children's Conklin deposed, a baby girl Conklin deposed, a baby girl home, Mr. Conkila deposed, a baby girl three days old, whom she named Una May, and whom she brought up as her daughter, although never legally adopting her. This girl grew up and married a Mr. Le Brantz, by whom she had four children. These, with their mother, came back to live with Mrs. Waters after Le Brantz cast off his wife, seven years ago. Three years ago Mrs. Le Brantz married again, her second husband being a private in the army named. husband being a private in the army named Mullins, and until last October she lived with Mrs. Waters.

Two of her daughters, Sarah and Dorsis, entinged to live with Mrs. Waters to the tiqued to live we of her death.

Mr. Conklin deposed that Mrs. Waters had often said that she had made a mistake in adopting Una, owing to her character, and he deposed further:

"Early last September I heard I'ma re-ark that she would like to kill Mrs. Waters. Mrs. Waters gave her home to me and asked me to put the Le Brintz people on... He did not put them out and they were there when the old lady died. Mrs. Waters is supposed to have left several wills. Dr. Campbell said yesterday that she had a

mania for making with and destroying them. He also said that no will which she had made within the last eighteen months would be accepted by the courts, in his opinion, because, as he had already made afficiavit, he said, she had not within that time been competent to make a will, although she had had lucid intervals. She is, however, understood to have made a will in favor of Mr. Conklin some months

ago, and Sarah Le Brantz told vesterday of a will that Mrs. Waters made at the instance of Dr. Campbell himself one month

Dr. Campbell came to the house with four

after which he had her sign a will in which she gave him, Dr. Campbell, \$10,000.

These men have been saj æ aed, as have Dr. Campbell and every one in the Waters household and also Mrs. Waters's pastor, the Rev. Dr. A. W. H. Hodder of the Sixteenth Street Baptist Church, to attend the District Afformey's examination in the

case this afternoon at 2 o'clock.

The doctors who went with Dr. Campbell to examine Mrs. Waters are said to be Dr. Packer of Bellevue, Dr. George De Forest Smith, Dr. James Collins and Dr. Conley of the Lunacy Commission.

Conley of the Lunacy Commission.

Coroner Scholer said yesterday afternoon that E. H. Crane, the undertaker who had charge of Mrs. Waters's body, had told him that he had been sent for by Dr. Campbell, who had told him to embalm the body as quickly as possible and that the doctor would give him a death certificate later.

The Coroner said also that Seath Le Brand. sign away her last possessions, and that Mrs. Waters had called in Dr. Campbell then and asked him to look after her estate as the was doubtful of Mr. Conklin's

Coroner Scholer made this statement after his talk with the numbers of the house-hold, the undertaker and Dr. Campbell:

"I will say this: That in the frail condition this woman was in, it doesn't take much to extinguish life. The unfortunate thing is that the undertaker should have been so quick with the embalming."

Sarah Le Brantz in telling of the death of Mrs. Waters said that on Wednesday evening Dr. Campbell and Dr. Hodder had both been at the house and that both had

Round Trip Tickets to California on sale at all ticket offices, offering diversity of coutes going and returning, via Chicago and Norti Western, I mion Pacine and Southern Pacine Rai ways. Offices: 461, 287 and 5ps (roadway - Adv.

New York for Juneacon, Chicago for breakfast, after a delightful ride, uso miles in 20 hours, on the train of the century New York Central's "20th Century Limited,"—Adv.

asked that they be notified immediately in the event of Mrs. Waters's expected early death. Dr. Campbell told Coroner Scholer that when he left the house Wednesday evening he had told the family that Mrs. Waters would not last through the night and that the next man who would be waterd would be the undertaker; that be wanted would be the undertaker; that there would be no more need for his serv-

Sarah Le Brantz said that when Mrs. Waters gied at 5 o'clock she sent out and got the janitor of a neighboring flat building, one Moynihan, and told him to go quickly to Dr. Campbell and Dr. Hodder, and that he told her on his return that he found Dr. Campbell up and dressed and waiting for him whereas Dr. Hodder was in bed. Dr. Campbell and the janitor got Undertaker Crane, who came and did his work so expeditiously that the body was already embalmed when Dr. Hodder reached

already embalmed when Dr. Hodder reached the house.

Dr. Campbell said in an interview that he had not told Mr. Crane to embalm the body quickly, but that he had a reason for getting Mr. Crane quickly. Dr. Hodder, he said, desired to have the sexton of his church act as undertaker, and Dr. Campbell and members of Mrs. Waters's household did not want him to have the job.

Mr. Crane said that he had not been instructed to embalm the body quickly, but that he knew his business perfectly well and was accustomed to do it as he deemed best and proper. He said that it was proper to embalm Mrs. Waters's body immediately, as she was a very old person and had been bed-ridden for months and had many bed sores.

As to the litigation row suspended Mr. Conklin in his deposition said that some time ago Lawyer Divine and Dr. Camptime ago Lawyer Divine and Dr. Campbell came to him and told him that Mrs. Waters had given a power of attorney to Dr. Campbell and that they then demanded that he, Mr. Conklin, turn over all Mrs. Waters's property to Dr. Campbell. They showed him no power of attorney, Mr. Conkin said, and he refused to do as they asked, whereupon they served him with papers in the suit to recover the house, which suit was terminated by Mrs. Waters's death yesterday. Dr. Campbell Waters's death yesterday. Dr. Campbell told him that he had had Mrs. Waters's

nind examined by experts.

From Mr. Conklin's deposition it would appear that Dr. Campbell's experts had declared that Mrs. Waters's mind was unbalanced at the time she conveyed the house to Conklin. From Sarah Le Brantz's story it appears that Dr. Campbell's examiners declared Mrs. Waters sane, since the girl says that Dr. Campbell at their visit got

says that Dr. Campbell at their visit got the old woman to sign a will.

Mr. Conklin in his deposition, said that Mrs. Waters had seen little of Dr. Camp-bell prior to her illness of last autumn, a id that since that time her lack of ability

a id that since that time her lack of ability to transact business was very marked.

"I became suspicious," said Mr. Conklin, "that Dr. Campbell wanted to interrupt my friendship with Mrs. Waters and to take advantage of her mental condition and get her property for himself,"

Mr. Conklin, to fortify himself, got Dr. George H. Parker of 515 Madison avenue to examine Mrs. Waters. Mr. Conklin declared his belief that Mrs. Waters did not authorize the action against him to compel surrender of the house, and that her mind was not clear when she verified the complaint.

Dr. Campbell in his affidavit in the same Dr. Campbell in his amount in the same action said that Mrs. Waters complained to him last October that she could get no accounting to her property, and that Miss Le Brantz had told him she feared there was some foundation for Mrs. Waters's feeling that she was being wronged. Mrs. Waters told him also that she feared Conklin had taken her home from her and also her jewelry. Mr. Divine made affidavit that Mrs. Waters had told him that she never gave her home to Mr. Conklin and that she had thought the paper she signed

many years ago Mr. Conkiln came to be more and more of an adviser to her in her business affairs and in her declining years he visited her home very often.

Mrs. Waters had had no children by any of her husbands, but before she married Mr. Waters, while she was a Mrs. Joves she had then to the war advided by the property. She would ansate the property. She would ansate her property. She would ansate her property. was in when the warring factions questioned her as to what she had and had not done as to her property. She would answer the same question both ves and no contradict herself in the simplest matters, and recognize and fail to recognize the questioners at the same assisting. questioners at the same session

Out-Cause of the Trouble. OMAHA, Neb., Dec. 11 .- A strike of machinists, boilermakers and blacksmiths

over the whole of the Southern Pacific system is imminent. Telegrams amounting to an ultimatum were to-day wired the local unions at all division points of the path. system, instructing the men to prepare The trouble is over the loan of a number

of locomotives by the Southern Pacific to the Union Pacific, whose motive power is said to be in bad shape because of the striking shopmen on the Union Pacific.

When the Union Pacific strikers discovered that the Southern Pacific locomotives, newly painted and lettered, were being sent to the Union Pacific, delegates waited upon E. H. Harriman, head of the Southern

upon E. H. Harriman, head of the Southern Pacific, and told him a strike would be ordered on his road unless the loaning of engines was stopped.

Mr. Harriman ordered that no more engines he sent the Union Pacific, but did not order these already loaned returned.

To-day John McNeill, grand president of the boilermakers, arrived in Omaha and sent telegrams to all division points of the Southern Pacific to local unions to notify division superintendents that the union men would refuse to work unless the union men would refuse to work unless the engines were recalled.

Answers have not yet been received, and

unless satisfactory ones are received in mediately a general strike will be ordered.

WIFE NURSING VANDERBILT. He Passes a Good Day, but There Is Still

Cause for Anxiety. was said at Cornelius Vanderbilt's Park avenue house last night that the patient had had a good day and was resting

quietly

Mrs. Vanderbilt is doing the principal part of the nursing herself. She had been with her husband throughout yesterday, would give him a death certificate later.

The Coroner said also that Sarah Le Brantz told him that Mr. Conklin had come to the sign away her last possessions, and that Mrs. Waters had called in Dr. Campbell then and asked him to look after her estate the mand asked him to look after her estate and so was doubtful of Mr. Conklin's left and Dr. Janeway was the patient's large the state of the condition up the second of the condition of the condition and the condition of the cond heart, and so far its action had been very good. But nearly two weeks remains until the fever will have run its course, and until it had done so there will always be room for apprehension.

CRUSHED UNDER TONS OF ROCK. Foreman Burled to the Armplis in the

Subway-Skull and Leg Broken. Five or six tons of shaly rock, dislodged in the subway at Ninety-third street and Broadway, by a blast, fell upon Foreman Joseph Murray yesterday afternoon, burying him to the armpits. A dozen men dug him out and he was taken to the J. Hood Wright Hospital with a fractured skull and a broken thigh. No one else was hurt.

It Makes Time The Pennsylvania Special enables the business man to save actually four hours, but he may pursue his business duties en route, —Ade.

ICY RAILS BLOCK ELEVATED. Independent of Existing Lines.

IN THE EVENING.

Scrapers Not Yet Provided and Brushes and Oil Sprinklers Fall-Passengers How With Guards for a Chance to Walk-"No Trains" Sign Hung Out.

For the second time in a week the lines of the elevated railroad that are fitted with the third rail electric system were almost completely tied up last night by the coating of sleet on the power rail. Last Friday the blocking of the trains was not felt much until folks were going home from the theatres, but this time the service got tangled in time to delay downtown ousiness men bound for the dinner table and to force the big crowds bound downtown to the theatres to take surface cars or take long chances on ever seeing their theatre

The officers of the Manhattan gave the same excuse as they did last Friday-that the motor cars were not equipped with the iron scrapers which the Brooklyn elevated railroads use, but were merely provided with steel brushes in front of the "power shoes." reënforced by oil-sprinklers to cosen up the ice.

The Brooklyn elevated trains had little or no trouble last Friday. They had some on the Bath Beach and Sheepshead Bay lines last night, but it wasn't a circumstance to the difficulty in this borough. The steel brushes weren't up to the mark. It was said last night, however, that the Manhattan officers had ordered scrapers and that they would be put on as soon as possible.

The combination of sleet and rain which began to descend late in the afternoon didn't cause any trouble until about 7 P. M. Then a coating of ice began to form on the rails and the brushes made little impression on it. The ice had the effect of causing arcs between the power rail and every power shoe that came over it. The result was a continuous bluish Fourth of July all along the Manhattan's lines.

According to the railroad men's way of talking about traffic, there wasn't a complete block anywhere on the system until about 9 P. M. That isn't the view of those tried travelling on the road one or

The first serious trouble came on the uptown track at Columbus avenue and Ninety-third street about 7:30 P. M. A. train got stuck there and others massed behind it. Then a downtown train was held up at 125th street and Eighth avenue. Very few trains ran downtown on the West Side for several hours.

According to the train despatchers, there on the West Side from South ferry to 135th street by 945. The trains moved only a few inches at a time and fifteen migutes later ticket agents were told to warn fravellers of the exact condition and, if need be to put up the "no-trains" signs.

All trainmen were also instructed to warn the passengers on stailed trains that if they got off to walk to the nearest station they were in danger of being "electrocuted."

For the same reason section hands who

For the same reason section hands who tried to clean off the power rails had to be mighty careful.
One of the worst jams on the road co-

curred on the 110th street curve. Train were stalled there sometimes for half as four, and the trainmen get into numerous fights with passengers who winted to get off and get to the street. Many did get off there and among them were a number of women, several of whom became uses, and had to be led back to the trains.

A sample of the trouble passengers had was afforced in the experience of several hundred persons who were on an upbound sixth avenue train which should have sixth avenue train which should have sixth attents.

questioners at the same session.

Mr. Conklin expressed himself as quite ready to turn her property over to the court, but not willing to give it up to Dr. Campbell.

STRIKE ON SOUTHERN PACIFIC.

Machinists and Bollermakers Likely to Go

Machinists and Bollermakers Likely to Go minutes the passengers started for the doors. At first the train guards wouldn't let anybody off, but at last several hungry

men pushed a guard aside, opened the gate and got off. ate and got off.

Then the guards on the other cars gave
n. too, and in a few minutes 200 persons
were walking along the lev 18-inch footath. At the side was a guard rail, swellen

path. At the side was a guardran, six with clinging sleet to twice its normal size. For some reason nobody wanted to use the rail as a precaution. They were encouraged to leave it alone by a cynical

couraged to leave it alone by a cynical motorman, who yelled:
"If you start to fall don't grab anything, just fall. It won't hurt you half so much to fall as to touch some of those things around here."
The crowd filed by in a careful, dainty lockstep. The crowd went north principally because the first man started to walk up six blocks to the 125th street station instead of going back two blocks to

instead of going back two blocks to street.

railroad managers tried a new tack

Traffic on the Third avenue line was at Trame on the Inird avenue line was at no time totally suspended, but the trains moved only by fits and starts, and every few yards there was a row halt because somewhere on the line a fuse had blown out. On the Second avenue branch, between Chatham Square and the Battery, traffic was entirely at a standstill from about 5:30 until 7 P. M. The journey from the Bridge terminal to 129th street took an hour and a half during the worst period of the tie-up. The schedule time is less than

forty minutes. forty minutes.

The crush at the Bridge station between 6 and 7 o'clock was so great that the sale of tickets had to be suspended. Trains moved out at long intervals instead of the usual four-minute schedule and no express trains were run. About 8 o'clock the current from the power house was reduced to half

power to save blowing out fuses. The result was that although the trains moved only at half speed and were but dimly lit, they were at least kept moving.

Along Third avenue and at Forty-second and 125th street on the Second avenue line "block" tickets were issued which allowed passengers to continue their journey on the surface cars of the Third Avenue system.

surface cars of the Third Avenue system. The surface cars were crowded all night. The ice and sleet made little trouble for them. When the theatres closed most of the people teels teellers to get heme.

At 11 o'clock last night a crowd that wanted to get uptown jammed the Twenty-third street station of the Second avenue line and half a dozen policemen were summoned to straighten things out. The crush was so great that several windows in the station were smashed.

Among the peomittent night working business men who get downtown late for work was "Handsome Bill" Morrison, cashier of Dolan's beef-and restaurant. It was the first time he had been tardy for thirty-one

Intend to Make Harrison Run Again.

years.

first time he had been tardy for thirty-one

CHICAGO, Dec. 11.-Pressed for a definite statement of his position on the question of a fourth term, Mayor Harrison on the evening of his departure for the West informed a number of his closest friends and political advisers that he does not de sire a renomination. This information was imparted to a number of the leaders of the controlling faction of the Democracy to-day and met with the flat response that he will have to run.

PACKERS PLAN A RAILWAY To Connect Cattle Centres and Make Them

TRAFFIC TIED UP FROM EARLY

CHICAGO, Dec. 11.-A despatch from Kansas City says: Armour, Swift and allied interests are planning the ultimate connection of Chicago, Sioux City, Omaha, St. Joseph and Kansas City by a double-track railway, with perhaps an extension into Texas and the cattle country of the Southwest

By this means the packers will be able to ship stock in their own cars over their own rails to any of the cattle centres of the

They will be able to buy at advantageous prices at one place and route the cattle or slaughter to some other city.

Coupled with the Texas line it means control of the cattle from the time they leave the ranges until they are dressed or market

With such a railway as the one proposed in operation, the packers will be able to defy railroads and their tariffs, at least west of Chicago. The project has already taken almost tangible form in the active planning for a railroad to connect Kansas City and St. Joseph. This, however, is merely the first step toward bringing the packing centres into closer touch with each other.

ISLAND OF SAVAIL DESERTED Because of Earthquakes and Volcanie

SAN FRANCISCO, Cal., Dec. 11 .- Advices from Samoa say that the island of Savaii has been deserted because of the violence | Thomas. of earthquakes and volcanic eruptions.

When the earthquake was first reported Gov. Solf sent to the island Dr. Otto Tetens, astronomer, and Dr. Paul Grossner, authority on volcanoes, who was making a tour of the world studying his specialty and who happened to be at Apia.

They reported the island unsafe and the Governor at once sent vessels to carry the inhabitants to other islands, as he did not care to have the responsibility of a repetition of such a disaster as that at Martinique.

Drs. Grossner and Tetens reported that thirteen shocks occurred on Savaii on Nov. 7, so severe that no single stone house was left standing. Great chasms were left in the earth, some of unknown depth and great length.

This opening of the earth terrified natives and many put out to sea in boats. The two scientists arrived the day following the earthquakes. They went to within one kilometer of an active volcano's crater.

TO QUIT PORT OF LONDON. Atlantic Transport Line Goes to Southampton-A Saving of 16 Hours.

Special Cable Despatch to TRE SUN. LONDON. Dec. 11 .- It is announced to-day hat the Atlantic Transport Line's steamers Mesaba and Minneapolis will replace the American liners St. Louis and New York while the latter are being overhauled. They will begin their service on Jan. 17.

This will mark the beginning of the us of Southampton by the Atlantic Transport been rumored for some time the company would do.

The complaints of the Atlantic Transport Line regarding the facilities of the port of London have been many and frequent, and the situation has now reached such a con dition that it can be borne no longer.

At present, it is impossible for the steamers Mintetonka, Minneapolis and Minnehaha to pass the bar except at high water, and there have been frequent and vexatious delays in consequence.

*The use of Southampton for a disembarking port will save sixteen hours in reaching London. The railway journey from Southampton to London is but thirteen minutes longer than from Tilbury. London freights will continue to be shipped

y way of Tilbury. BARRETT SAYS OF JAPAN He Never Expressed Opinton as to Excluston Gets Offer of Tokto Mission.

CALCUT: A. Dec. 11.—It having been cabled here from the United States that the Jan- Linterests would be affected. anese Government objected to the appointment of John Barrett as American Minister to that country, Mr. Barrett, who is now in Calcutta, says that President Roosevelt has offered him the Tokio mission, but he has neither accepted nor declined it. He is busy with his mission in

connection with the St. Louis Exposition. He says that he has never expressed any opinion on the subject of excluding the Japanese from the United States, that being a matter of policy that is entirely dictated by the central Government. While in Japan he was treated with the greatest courtesy.

Mr. Barrett has been successful in his negotiations to secure the participation of Asiatic countries in the St. Louis Exposition. He is now conferring with the Viceroy of India on that subject.

VIOLATED A LABOR LAW. Grand Jury Indicts a Division Superintendent of the Michigan Central R. R.

LOCKPORT, N. Y., Dec. 11. The County Court Grand Jury this afternoon reported a true bill against John B. Moorf rd, division superintendent of the Michigan Central Railway, stationed at Niagara Falls. charging a misdemeanor in the violation of section 171A of the penal code.

Chapter 668 of the laws of 1887 and the acts supplementary thereto and amendatory thereof, being section 171A of the penal code, prohibit any employer from coercing an employee or compelling an employee to refrain from joining a labor organization as a condition of securing or retaining employment. If brought to trial it is said this case may test certain features of the law not heretofore adjudicated and raise novel questions.

Supt. Moorford is charged with having discharged certain clerks in his control for having joined and belonging to the National Order of Railway Clerks

There's good cheer and luxury with the Golden State Limited the Rock Island's new through train for California. 401 Broadway. Adv. Chosen By the Busy Man.

The Pennsylvania 20-hour special offers unparalleled service to Chicago. It leaves New York and Brooklyn daily.—Age.

TRIED TO CRIPPLE OUR SHIPS.

THE WORK OF UNION MEN IN THE SPANISH-AMERICAN WAR.

They Went Aboard Two Ships That Were and Seriously Disarranged Their Ma-Committee on the Eight-Hour Bill.

WASHANGTON, Dec. 11 .- Mr. J. H. Mull. ssistant manager of the Cramp shipyards, who started in the yards twentythree years ago as an apprentice and worked his way up u itil he reached his present eminence, gave testimony before the Senate Committee on Encation and Labor, which is considering the bill limiting work on all Government contracts to e ght hours a day. Mr. Muil created a stir when, in genounce ing the methods of labor organizaions, he referred to an act alleged to have been perpetrated by members of the International Association of Machinists during the Spanish-American War, when the United S.a es cruiser Alabama and the ransport Thomas were being fitted out at

the Cramp yards in Philadelphia. Mr. Mull said that the International As ociation was endeavoring to precipitate a strike in the yards, and in order to embarrass the shipbuilders as much as pos sible several of the Cramp workmen belonging to the association went on board the A abama and seriously disarranged her machinery, which act, had it not been discovered in time, would have severely cr.ppled the ship after she had got out sea. They played the same dastardly trick. according to Mr. Mull's statement, on the

"We had been laboring on the ships day and night," said Mr. Mull, "our men, fired with patriotic zeal, working until they dropped in their tracks, and yet, gentlemen, these members of the International Association of Machinists-Americans, all of them except one, I am ashamed to sayised every effort in their power to cripple these ships in an endeavor to demonstrate to the public that a strike was affecting us seriously."

"Do you mean to tell me," demanded hairman McComas, with great earnestness. that some of these men were Americans? I

"I will stand by every word I say," reolied Mr. Mull emphatically. "We did not make the matter public at the time because of the moral effect it might have upon the ommunity, but the War Department knew all about it, and Col. Bird sent an inspector Philadelphia to investigate the matter. and he found what I have stated here to b

Mr. Mull's statement seemed to impress he Senators greatly, a number of whom had never heard of this incident before, the affair being buried in the archives of the

Mr. E. S. Cramp in his testimony said: "If this e.g. t-hour law had been enacted twenty years ago the battle of Sannago would never have been fought.

"I refer modestly, but with considerable pride," said Mr. Cramp, "to the fact that one-half of the American battleships which participated in that battle were built in the tramp yards. Not only that, but I consider that this country was saved from a yellow fever plague by utilizing those magnificent steamers the St. Paul and the Louis, which carried 2,500 American of twenty knots per hour, away from the dangers menacing their health and that of

he country around Santiago. "These ships, gentlemen," he concluded. impressively, "would never have been built by us if this law had been effective twenty years ago, for it would have been impossible for us to have done the work for the Government which we have done and it is to work for the Government that the great success of American shipbuilding may be ascribed. It was the impetus given to shipbuilding by the rebuilding of the American Navy, which stimulated the production of ships capable of increased speed. that has led to the upbuilding of the Ame ican merchant marine, and this is always given as one of the reasons for an increased

navy, that it helps the merchant marine. Mr. Cramp proceeded to show that, in his opinion, this bill was aimed chiefly at the shipbuilding and armor-plate interests of he country, Senator McComas, chairman of the committee, admitting that, under his construction of the bill, but few other

Without making a special plea for protecion for these industries, Mr. Cramp brought out very clearly the animus which inspired those advocating the bill, who sought to cripple two of the greatest industrial institutions in the United States, the Cramp shipyards and the Homestead steel works. In neither institution is union labor recognized, and all attempts to organize the shipyards or the steel works have failed, and as the labor organizations are unable to reach them through the men they seek to cripple them by the enactment of adverse legislation.

Mr. Cramp also showed that the advocates of the bill had failed to produce a single employee of the institutions which would be affected by the bill who favored its enactment into law.

Alonzo B. See, an elevator manufacturer of Brooklyn, caused considerable laughter in the committee. After Chairman McComas had told him that the exceptions in the bill did not embrace elevator manu facturers, Mr. See remarked:

"Can a man who has worked eight hours on a Government contract work one or two hours more on a private job?" "Oh, dear me, no," answered the chair man with great firmness.

Mr. See looked very bewildered at this reply and said pathetically, amid roars of "Good God, you are not going to let that bill pass, are you?"

1. Walter Jenks, general manager the American Steel Hoop Company, said that they could not operate their mills on an eight-hour basis and insisted that no puddlers worked less than nine or ten hours. He said that 70 per cent, of the men would refuse to be limited to eight hours a day

Morris K. Jesup Gives \$10,000 to Princeton

PRINCETON, N. J., Dec. 11.-At the fall meeting of the board of trustees of Princeton University this afternoon a gift of \$10,000 from Morris K. Jesup of New York was announced.

Investors Read The Wall Street Journal. Accuracy and completeness, the watchwords of its publishers, Dow, Jones & Co.-Adv.

MARCONES SHIP TO VENEZUELA. Italian Government Orders Carlo Alberto

SYDNEY, N. S., Dec. 11.-The Italian ordiser Carlo Alberto, which was placed at

the disposal of Marconi by the Italian Government, and which has been lying in Syd-Being Fitted Out at the Cramp Yards | dey harbor during the past month while Marconi has been conducting experiments chinery-Testimony Before the Senate at Table Head, sailed this afternoon for Venezuela, having received orders from Rome.

The loss of the Carlo Alberto will probably affect the completion of Marconi's experiments, as he intended using her for off shore experiments at Cape Cod

CUBAN TREATY SIGNED. Gen. Bilss Will Leave Havana for Home on Saturday.

Special Cable Despatch to THE SUN.

HAVANA, Dec. 11 .- President Palma gave a dinner at the palace to-night, the guests including Mr. Squiers, the American Minister; Gen. Bliss, the Special American Representative in the matter of a commercial treaty, and the Cuban Secretaries

The treaty, in English and Spanish, will be signed to-night. Gen. Bliss will leave for the United States Saturday.

MADE HIS GRAVE TOO SOON. Van Doren Expected to Follow His Wife But He Lived to 95.

SOMERVILLE, N. J., Dec. 11.-Ferdinand Van Doren, who died at his home in Basking Ridge on Sunday at the age of 95 years was buried yesterday in Evergreen Cemetery in a grave that he had prepared for himself twenty-five years ago. His wife died a quarter of a century ago, and at the time of her burial he had his own grave dug. The walls were lined with brick and a slab was laid over the top.

He was then over three-score years and ten and he believed he would soon follow his wife to the grave. He was the father of ten children, nine of whom are still living. Six of h's grandchildren were pallbearers at his funeral.

BULL FIGHT PREVENTED. President Haines Stirs Up Gov. McSweeney, Who Squetches an Exhibition.

CHARLESTON, S. C., Dec. 11.-When John P. Haines of New York, president of the American Society for the Prevention of Cruelty to Animals, read a Charleston despatch in THE SUN vesterday telling of the bull fight scheduled for Rock Hill on Friday, he telegraphed Gov. McSweeney and reminded him that such an event was contrary to the laws of South Carolina. The Governor made an investigation, found that the fight had been planned, and to-day he telegraphed the Sheriff of York county to prevent it. He also in-

law. This has put an end to the fight. CAPE COD MARCONI TOWERS. Four of Them Erected at a Height of 250

structed the Catawaba Rifles to be pre-

pared to assist the Sheriff in enforcing the

Feet-Ready for Work. WELLFLEET, Mass., Dec. 11.-Four great 250-feet towers erected on the bluff on the back, of Cape Cod for the Marconi wireless system have been completed and await the arrival of Marconi from Cape Breton. The towers were built to replace a circu- the troops. ar system of long poles, which were de molished a year ago by a northeast storm The work of construction has been going on

or about ten months. Marconi is expected in Provincetown har bor from Sydney in a few days, and will make a careful inspection of the towers be-

fore he tries experiments. FATAL FIRE ABOVE A CHURCH. Man Burned to Death in an Early Morning

Blaze. William Glasser, a salesman, was burned to death in a fire which started in his room in the three-story house at 349 East Tenth treet, at 12:45 o'clock this morning.

Most of the ground floor of the building is occupied by the meeting room of the Free Methodist Church. Four families live on the upper floors. The members of these families were taken out by the firemen. Nearly all of them

were overcome by smoke, but none so

badly as to be taken to the hospital. MAURICE GRAU HURT. Electric Car Bangs His Cab and Gives

Him a Bad Shaking. While riding in his coupé from his home the Metropolitan Opera House yesterday morning Maurice Grau met with a slight accident. Near Fifty-second street in Seventh avenue an electric car ran into the carriage. Mr. Grau was roughly shaken, though not seriously injured. He may be compelled to rest for a fev days.

95 MIDSHIPMEN MADE ILL. Large Number of Naval Academy Students

ANNAPOLIS, Md., Dec. 11.-Ninety-five

of the United States midshipmen are on the sick list and it is thought that they have been made ill by something that was given them to eat. Several are in the hospital, but most of them are still able to do duty. ARCHBISHOP OF CHICAGO.

Bishop Spalding May He Nominated Next Weck.

Special Cable Despatch to THE SUN.
ROME, Dec. 11. It is considered to be very probable that Bishop Spalding of Peoria will be nominated as Archbishop of Chicago at next week's meeting of the Propaganda Fide.

MINERS LEADER A MURDERER. A Member of the National Board Kills a

Woman in West Virginia. CHARLESTON, W. Va., Dec. 11 .- J. W. Carroll, a member of the National Board of the United Mine Workers of America, who shot and killed Mary Ellis at Thur-mond on Tuesday evening, was arrested at Hinton yesterday and taken to jail at Fayetteville. Carroll had been drinking and became enraged at the woman because she swept some dirt on him. Later he went to her house and shot her through the

After the shooting Carroll got away on an eastbound train. Mrs. Ellis was about 50 years old. Carroll has been among the leaders in the strike in the Kanawhe and New River coalfields. The people o and New River coalfields. The people of Thurmond were so menacing that it was decided to put him in the Fayetteville

For the Connoissew Pall Mall London Cigarettes.-Ade

A BRITISH STEAMER SEIZED.

PRICE TWO CENTS.

CASTRO RETALIATES.

Imprisons British and Ger-

man Residents.

Venezuelan Vesse's Scuttled by the Allied Fleet.

Germany to Send Four More Cruisers and England Is Preparing to Send More Ships Diplomatte Representatives of the Powers Embark at La Guayra for Trinidad-Venezuelans Fortifying Laviaga and Puerto Cabelle and the Populace Arming-Gen. Ferrer Reaches La Guayra With 2,000 Troops Castro to Release All His Opponents to Fight Against "the Enemy" President Castro Issues a Call Against Invaders-British and German Consuls at Puerto Cabello in Prison Sentiment in Washington Condemns Sink-

Special Cable Despatch to THE SUN. WILLEMSTAD, Curaçoa, Dec. 11.-The Venezuelan authorities are fortifying Puerto

ing of the Venezuelan Gunboats, but

the Administration Keeps Hands Off.

Cabello, on the Gulf of Triste. The British and German residents of the port have been imprisoned, including the

British and German Consuls. The Venezuelans seized the property of these residents, and also seized a British steamer, which was discharging a cargo of coal and was unable to escape owing to her

machinery being out of order. The American Consul tried to intervene. but he was disregarded. Preparations are being made to with-

stand those who are already called the A Government decree summons to arms all able-bodied men from 18 to 50 years of

Deputations have been sent to the revo-

lutionary Generals still in the field to ne-

gotiate an understanding with President Castro in order that the Venezuelans may meet the enemy as a united people. All available troops are being sent to

La Guavra from Caracas. President Castro has sent a deputation to the leader of the Nationalist party, who is now a prisoner at Maracaibo, to release him and place him at the head of

Another deputation has been sioned to offer the military Government to Gen. Rolando, who only yesterday was

fighting against President Castro. The embargo on the property of Gen. Matos, a revolutionary leader, has been

FIGHTING IN LA GUAYRA? LONDON, Dec. 11.—Despatches received here report fighting in the streets of La Guayra between the English and German marines and the Venezuelans. The allies are said to be trying to capture President Replying to a question in the House of

Commons to-day, Viscount Cranborne,

Under Secretary for Foreign Affairs, read

an official message confirming the report of the capture of Venezuelan warships by the British and German fleets and the sinking of two of them. Viscount Cranborne said it was reporte ! that the British Consul at Caracas had been arrested. The British Vice-Consul at La Guayra with some women and children,

was taken aboard the British cruise. Retribution last night. It was said that President Castro was holding British and German subjects as

hostages. According to the last information, which left La Guayra last night, the persons a rested had not been ill treated.

The answer of the Venezuelan Govern-

ment to the ultimatum presented by the representatives of the British and German governments was transmitted to Mr. Bowen, the American Minister, yesterday. Its purport is unknown. All the British and German subjects who were arrested have been released.

British cruiser Alert has captured the Venezuelan troopship Zamora and the constguard vessel Veinte-tres de Mayo in the Gulf of Paria.

TWO MORE VESSELS SEIZED.

KINGSTOWN, St. Vincent, Dec. 11.-The

The Alert took her prizes to Port of Spain. Trinidad, to-day. MORE SHIPS AGAINST CASTRO. BERLIN, Dec. 11.-It is reported that the Ministry of Marine is preparing to reënforce

the German squadron in Venezuelan waters with four cruisers. Orders for this purpose have been tele-

graphed to Kiel. LONDON, Dec. 11.-The Admiralty has ordered certain warships at Devonport belonging to the first class reserve to be kept in readiness to proceed to sea at twentyfour hours notice.

Burnett's Vanilla Extract ed and highly endorsed by all leading botels. The Every-Day Train to California

The Hogue, a first class cruiser, was about

The electric lighted "Overland Limited," I Chicago 8300 P. M. via Chicago and North-We Linion Pacific and Southern Pacific Rail Offices: 461, 287 and 849 Broadway.—Ads